

## REPORT

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REPORT

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## Railways

- War Damage

- CONFIDENTIAL**

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## CENTRAL INTELLIGENCE AGENCY

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Construction of New Bridges

6. In 1948 the following new bridges were built:

A stone bridge across the Savinja River  
 A viaduct on the Licka line  
 The Jasenov bridge across the Sava River on the Sisak-Novska line  
 Across the Kupa River at Karlovac  
 At Zapresice  
 At Petrovaradina

Condition of Bridges

7. The newly-built bridges were all painted with black "miniumom" (sic). The old undestroyed bridges had not been painted for ten years and consequently had rusted. One of the best and most modern bridges, built in 1936 at Zagreb, across the Sava River, was damaged by shell fire during the war. Even today traffic has to slow down when crossing, and all the bridges on the line towards Maribor, Ljubljana and Belgrade are in this condition.

Passenger Traffic

8. Conditions are still the same as in 1946. The passenger cars are crowded and trains run very slowly. Statistics show that there is only one seat for every five passengers. Today about 24 trains a day leave Zagreb, while twice as many left before the war.
9. With the arrival of the UNKRA locomotives in 1947, communications were greatly improved, but this equipment is now worn out.
10. Since 1 April 1949, the price of tickets has been doubled. By this means it was hoped to diminish the number of travellers, but the change has been very small. There is hardly any pleasure travelling; most people now travel for business reasons or in search of food.

New Railway Projects

11. According to the Five Year Plan, 1,900 kilometers of railway is to be built, chiefly by "voluntary" labor.

a. The following lines are either constructed or in the course of construction:

1) Brcko - Banovic

To be used for the coal works at Banovic where the coal is on the surface and is worked by hand shovels. It is a single line of normal gauge to replace the narrow gauge line. This line has a bridge across the Sava River at Brcko and one tunnel at Majevica. It has bridges also across the Spreca and Jala Rivers, and branches from Lukovac to Tuzla.

Four kilometers of this line were built in 1947 and six kilometers in 1948. A further extension to the valley of the Krivaje River to Zavidovic to join with the line Samac - Sarajevo is proposed. This would complete a new transversal line northeast (i.e. Vojvodina towards Bosnia and the sea). The line as far as Banovic was completed in 1946 and traffic in the spring of 1948 amounted to one freight train and two passenger trains a day.

2) Samac - Sarajevo

Two hundred and forty-two kilometers of this line was built by "voluntary" labor in 1947, without railway sidings. The line runs from Samac to Dobo on a new track on the right bank of the Bosna River. From Dobo it extends along the bank of the Bosna River by the old narrow gauge line Slavonski Brod - Dobo - Sarajevo. At

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Magla it crosses over to the left bank of the Bosna as far as Zepac, and then crosses the river several times before arriving at Sarajevo.

Altogether seventeen new bridges have been built, including sidings the line is about 290 kilometers long. New stations have been built at Samac, Modric, Dobo, Maglaj, Zavidovic, Zenica, Zepac, Kakanj, Visoki and Sarajevo. It branches at Zenica to the iron works four kilometers away and to the bridges across the Bosna River, Kakanj - Stupari, Vares - Brezicahi - Breza.

It is a first class line (i.e., 49 kilograms of railway ballast to one meter, corresponding to a thickness of gravel on the embankments of 0.5 meters with a plan 5,70 meters. The sharpest curve is that subtended by a radius of 80 meters, according to regulation). It is supposed to be the best built line in Yugoslavia.

Its importance lies in the fact that it is the beginning of a transverse northeast - south line (i.e. to Bosnia and further on to the coast to Dubrovnik, and links up the main industrial and mining centers, enabling Zenica, Kakanj and Breza to be better exploited). It will provide communications with the new Bosnian-Herzegovian metal combine which is being built, and thus join the heavy industries with the chief communication network of the state in the direction of the frontiers.

It is intended to extend the Sarajevo-Konjic line to the valley of the Nersiva River to Mostar and to the ports of Ploce, Dubrovnik and Kotor. No work has yet been done on this project, which will follow the old narrow gauge track with the minimum deviation.

- b. The following lines were constructed in 1947 and 1948, 290 kilometers of which was completed in 1947:

1) Niksic - Titograd - Podgorica (Montenegro)

Begun in the autumn of 1947 and finished in May 1948, and built "voluntarily" by the youth movement. It is 56 kilometers long. The main stations at Danilograd and Titograd (Podgorica) have turntables and repair workshops. It is a difficult hilly line, with four tunnels of lengths up to 700 meters at Budose, Basine Voda, Taras and Pavlove Strana.

This line was essential to join up Montenegro and its capital Titograd through Niksic and Bilec with Dubrovnik and the sea, and with the line to Sarajevo. There is a project to extend it to Virpazar on Lake Skadar, but this will only be undertaken when the lake is drained.

2) Bosut - Bosna Raca - Bijeljina

Completed in September 1948; 22 kilometers long. Connects the rich plains of Semberija with the Belgrade - Zagreb line. It is a normal gauge line but poorly constructed as it was built by local "volunteers". It runs through Dvori and Brodac, and the coal mine at Ugljevik is reached by a branch line from Bijeljina. There is a new bridge across the Sava at Velino Selo.

3) Kursumlija - Pristina (Macedonia)

This line was built under the Yugoslav pre-war scheme and started in 1937. It was finished by local "voluntary labor" in June 1948 and joins the lines (in a north - south direction) of Kraljevo - Kosovska Mitrovica - Skoplje, and Nis - Vranje - Skoplje, through Kursumlija and Prokuplje where a line already exists. The railway stations are: Pristina, Podujevo, Dubnica, Kupina, Rudare, Kursumlija.

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4) Kucevo - Brodce

Completed by voluntary labor in the winter of 1948. A local line of 16 kilometers, with a long tunnel at Naresnic.

5) Metohija - Prizren

Built by voluntary labor and ready for traffic by the end of 1948. Is a branch of the line Pristina - Pec from Kosovo Polje, which runs along the fertile valley of Bjeli Drim, connecting it up with the plain of Metohija. There is a 600 meter long tunnel at Svanski Most.

6) Mislenovac - Gjurgjenovac

A narrow gauge line built for the lumber industry at Gjurgjenovac.

7) Ovce - Pancevacki Rat

Built by voluntary labor by the citizens of Belgrade, and finished in September 1948. It has shortened the journey to the center of Vojvodina from Belgrade by connecting up at Titel with the northern transverse line which runs through Vojvodina.

8) Sesana - Dutovlje

Finished in September 1948. A short line towards Italy and Trieste which is essential to join up Solkan and the Yugoslav part of Gorizia.

9) Sabac - Koviljaca

Built by the Army and engineer units in 1948. In 1949 it is to be continued to Zvornika, when the complete length of line will be 74 kilometers. It runs through Macva and the Drina valley through Zmijnak, Bibari, Lesnica, Loznica to Koviljaca and from there to Zvornik. The intention is to extend it from Zvornik through Tuzla, Banovic to Zavidovic, to meet the Samac - Sarajevo line. There is a branch northeast towards Bosnia.

10) Bihac - Knin

The most important line built during 1948. The construction and planning of the line from Sunja to the line Novska - Sisak as far as Bihac, was undertaken by the French firm "Batignol" before the war. The part from Bihac to Knin has proved one of the most difficult lines to construct, having about 12 kilometers of tunnel and climbing up to a height of 800 meters. It runs through Oresac, Kulen-Vakuf, Rajenovic; here it connects with the narrow gauge line Prijedor - Sanski Most - Drvar - Knin, and is 111 kilometers long. Its importance lies in the fact that it shortens the route from Slovenia to Split by forty percent.

c. During 1948 lines were started from: Kumanovo - Prajevci, as a branch of the Kratovo - Stip line in Macedonia; and Grubisno - Polje - Bastaji - Kraljevo - Cacak. It is not known if these have been completed, or if the work on them still continues.

d. During 1949 the following work is to be carried out:

1) Kosovo - Metohija

A new line which will join Metohija in Macedonia with the main line Kosovska Mitrovica - Skoplje.

2) Meluse - Sokolac

Eight kilometers of narrow gauge line for the lumber industry.

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3) Kumanovo - St. Nikola - Ovcjopolje

About 50 kilometers long. Work has already begun by voluntary labor. Will directly link up southeast Macedonia with the main line Nis - Skoplje.

4) Lupoglav - Stalijska (Istria)

Fifty-four kilometers long; is being built to connect the coal region of Arsa with Fiume. The existing line through Sesana and San Pietro is unsatisfactory, and therefore coal from Arsa is taken by ship to Fiume or Bakar, and from there onwards by rail to the interior. A modern station and locomotive works have been built.

5) Belgrade - Novska

In April 1949 a double track between Belgrade and Novska was completed to counteract the overloading caused by the new branches on the line Zagreb - Belgrade which run to Sarajevo - Banovic - Koviljaca and Bijeljina. Three hundred and seven kilometers of line were laid and the work carried out by paid labor. There are now shunting stations which deal with 150 trains a day instead of the previous figure of 60 a day.

6) Pitomaca - Sedlarica

This line is being constructed by voluntary labor. A branch of the line Bjelovar - Gjurjevac - Pitomaca - Virovitica for the transportation of raw materials (wood and coal) from Bilo-Gora in Podravina.

Highways

12. Arterial Roads: The roads in Yugoslavia up to the end of the last war were in very poor condition, and not much attention was paid to them until 1948, when work was started on the so-called "Brotherhood and Unity" arterial road, which will link together all the main towns of the country.
13. One hundred and sixty kilometers have already been prepared, by voluntary labor, from Zemun in a straight line, passing south of Ruma and Sid to the south of Zupanja. A large bridge across the Sava has been constructed. The road will then continue in a straight line to Slavonski Brod which it will by-pass to the south, and then continue to the south side of the railway to Zagreb. At Zagreb about 40 kilometers have been built from Podsused to the south of Ivaniv Grad, but to connect it with the Belgrade - Zagreb road, another 240 kilometers is needed. It is hoped that this will be achieved by the autumn of 1949.
14. The road surface is of concrete blocks, 8 meters wide and built on an embankment as it crosses the flooded and marshy districts of the Sava, Jonjsko Polje, Bidz-Bosutski.
15. At Podsused a new bridge is to be constructed across the Sava where the road will divide into two forks, one toward Slovenia and Ljubljana, and the other toward Istria and Fiume. The exact route has as yet not been planned. The Zagreb - Belgrade part has two large viaducts at Voganj and Kuzmina, and will be 420 kilometers long.
16. Other Roads: During 1946 and 1947, two concrete roads were built from Zagreb, one toward Karlovac (about 50 kilometers) and the other to Varazdina (about 70 kilometers).

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17. All other roads which are projected, or are at present under construction, are only of local importance and mostly for the timber industry:
  - a. At Delnic in Gorski-Kotar, where a 16 kilometer road has been built for the transport of timber.
  - b. In Bosnia and Hercegovina an eight kilometer road has been built for work in the forest of Molusa - Sokolac.
  - c. A road in the Kosovsko - Metohiska district
  - d. An eight kilometer road from Kuciste, to Boga
  - e. A nine kilometer road from Decane - Locame.

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